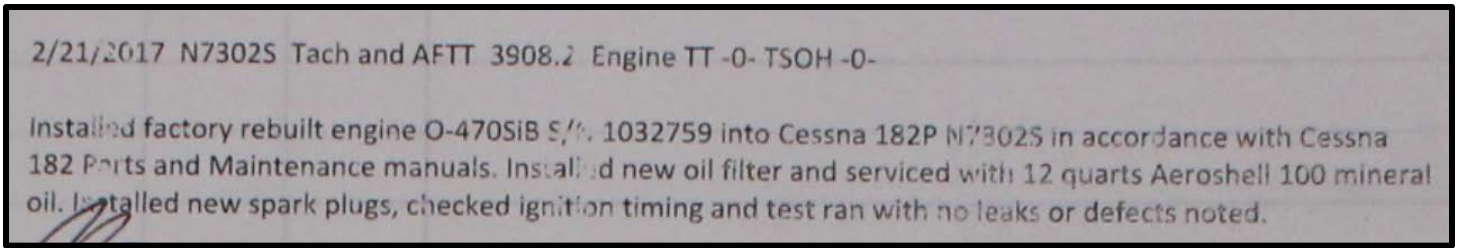


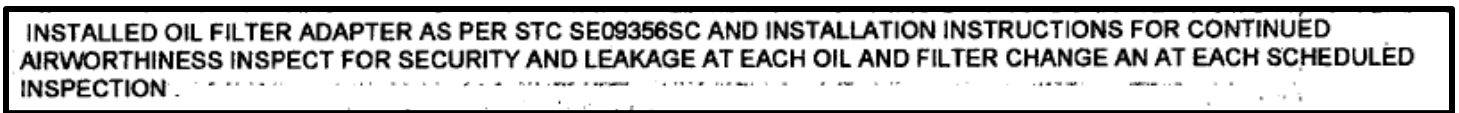
## RECORDS

The Continental Motors O-470- S, serial number 1032759, was a factory remanufactured engine installed on February 21, 2017 at an airplane total time of 3908.2 hours. Continuity was established from the throttle, mixture, and propeller controls in the cockpit to their respective arms in the engine compartment.



Picture 01: Logbook Entry for Engine Change

The oil filter adapter was installed on the engine under FAA Supplemental Type Certificate (STC) SE09356SC. According to the owner, he installed the oil filter adapter upon receipt of the engine in February 2017. There were no documents regarding the installation of the adapter, but in an interview with the owner, he stated that he removed the adapter off the prior engine. The FAA records indicated that engine that was removed, O-470-S (s/n 464449) had the STC installed June 16, 2006. The owner stated that the adapter was off an engine for about one month and could not recall the procedures he used to install the adapter, but thought he would have looked at the manufacturer's instructions and



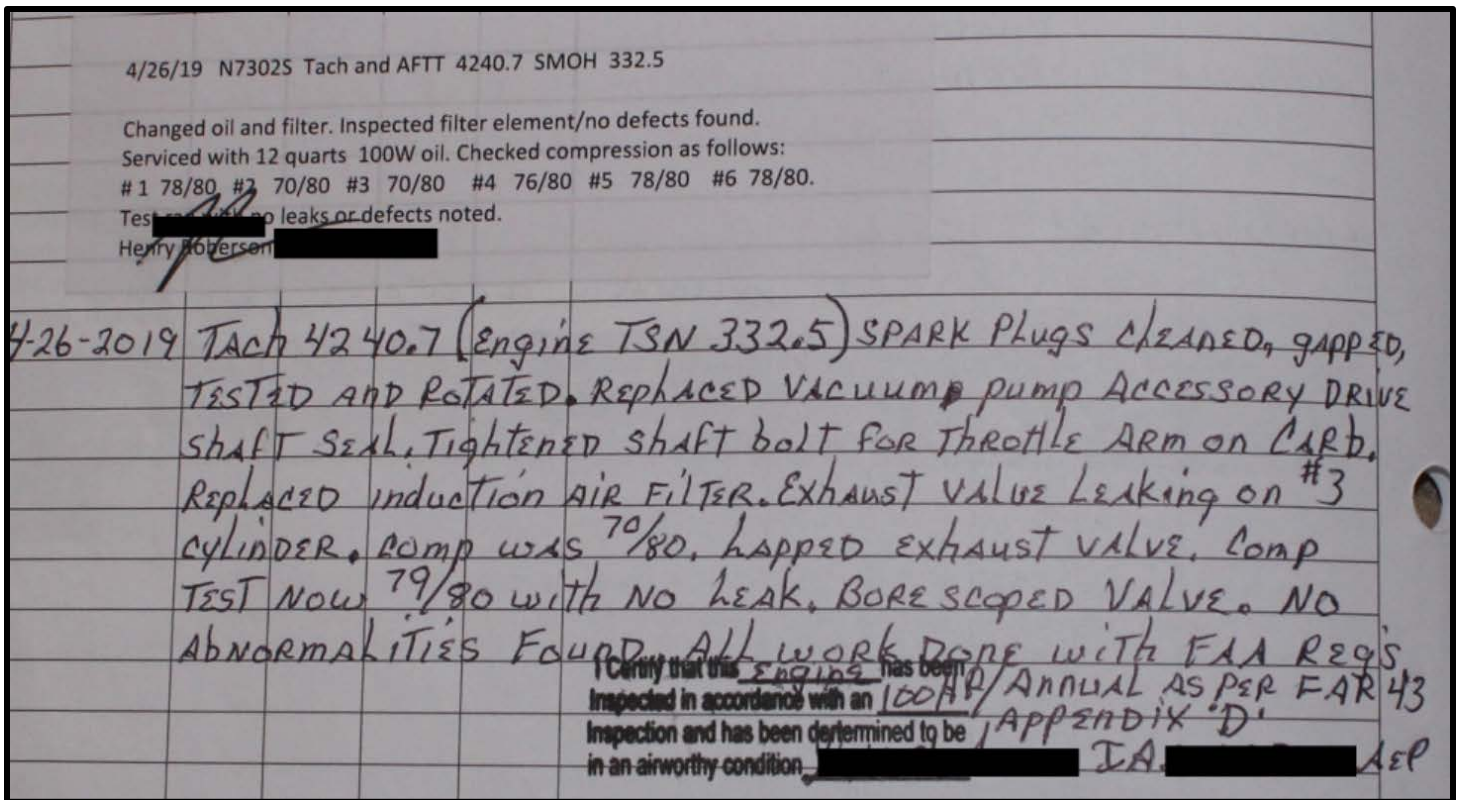
Picture 02: STC Entry in FAA Airworthiness Records

The maintenance records indicate that the oil filter was changed on seven occasions all of which were performed by the owner:

Date	TSMOH	Tach	Performed By
4/18/2017	20.4	3928.6	Owner
6/24/2017	55.6	3963.8	Owner
9/20/2017	103.2	3963.8	Owner
3/24/2018	167.7	4075.9	Owner
7/7/2018	218.1	4126.3	Owner
8/31/2018	267.5	4175.7	Owner
4/26/2019	332.5	4240.7	Owner

Picture 03: Summary of Oil Changes

The tachometer at the accident site read 4250.1 hours. The last they is performed on the airplane consisted of an annual inspection that was recorded as being completed on April 26, 2019 at 4240.7 hours, equating to 9.4 hours prior to the accident or 341.9 total time. The logbook entries and an interview with the personnel revealed that during the last maintenance, the owner change the oil and another maintenance facility had replaced the vacuum pump accessory driveshaft seal.



Picture 04: Logbook Entry for Last Maintenance

The airplane's flight sheets kept a record of hours flown for specific months. The April sheet indicated that there were three flights that occurred since the maintenance, totaling 5.7 hours. The May sheet only had a record of the accident pilot noting a "Hobbs Out" time of 2715.8 hours.

Date:	Instructor	Duty On:	Duty Off:	Total:	Hobbs Out:	Hobbs In:SU	Total:	Tach In:	Renter	Invoice #
4/26/19						2710.1		4243.1	Henry-033	
4/28/19	Jared	8:00	7:20		2710.1	2713.6	3.5	4246.6	Talley	7422
4/29/19					2713.6	2715.8	2.2	4248.8	S. Simpson	7429

Picture 05: Flight Time Since the Last Maintenance

Inspection Due	Date	Tach
Annual	3/31/19	4/30/20
50 hour		4225
100 hour		4275
Progressive		
Transponder	4/30/19	4/30/20
Pitot Static	4/30/19	4/30/20
36 month weight	n/a	
ELT 91.207(d)	3/31/19	4/30/20
ELT Battery	8/31/20	

Picture 06: Airplane Status Sheet

Recurring AD's or SB's Number	Description	Date Due	Time Due
10/9/11	Seat tracks	8/31/19	4275
	Fuel cap insp n/a by modification	3/31/06	
	Magnetos ea 500 hr		n/a by model
98-12-22	Filter adapter	n/a by model	

Picture 07: Recurring Airworthiness Directives and Service Bulletins

DOCUMENT NO. 31472

DATE: 05/01/19 TIME: 0911

**CUSTOMER INFORMATION**

AIRCRAFT TYPE: \_\_\_\_\_ REGISTRATION: N7302BW5

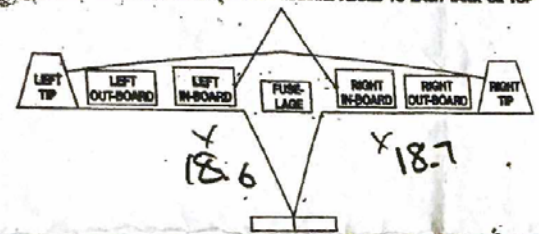
NAME/COMPANY: Air Carriage

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

DAYTIME PHONE: \_\_\_\_\_ EVENING PHONE: \_\_\_\_\_

INDICATE BELOW HOW MUCH FUEL YOU REQUIRE ADDED TO EACH TANK OR TOP



FUEL:  AVGAS  TOP  TANKS  GALLONS: 37.3

JET-A  TOP  GALLONS: \_\_\_\_\_  FIRST

Picture 08: Fuel Receipt